December 22, 1971

Port of Portland
Box 3529 Portland, Oregon 97208
503/231-5000
TWX 910-464-6151 FAX FDII

Portland General Electric Company
621 S. W. Alder
Portland, Oregon 97205

Attention: Mr. Duane Landis

PAYMENT FOR DREDGE MATERIAL

Attached is our invoice in the amount of $35,125 covering the placement of 672,500 cubic yards of material from the 40-foot channel on your property near Linnton.

As you know, we have left the spillway in place since your office has mentioned the possibility of additional filling to complete the area.

We will agree to leave the spillway on your property until December 31, 1972, and have included the cost of removing the spillway at that time in the attached invoice. If your plans change prior to that date, it is requested that you advise us so that we can remove the spillway.

We appreciate your cooperation on this project and look forward to visiting the substation constructed on the newly filled land.

A. J. Heineman
Assistant Director, Marine

Attachment

INVOICE

STRUCTION COORDINATING DEPT.
SILE REFERENCE No. 44-21-1

THE PORT OF PORTLAND

IN ACCOUNT WITH

P. O. BOX 3529
PORTLAND, OREGON 97208

DATE December 23, 1971

INVOICE NO. 95236

ORDER NO.

Portland General Electric Co.
621 S. W. Alder
Portland, Oregon 97205

74103 Attn: Mr. Duane Landis

Payment for placement of 40 foot channel dredging material on your property near Linnton per agreement:

Spillway Construction and removal	$ 1,500.00
672,500 c.y. @ $0.05	33,625.00
TOTAL	$ 35,125.00

P.O. 53041
1-5.7% sent to Gen. Acctg. for payment
Confirming P.O. attached. Voice
to Gen. Acctg. 1/19/72

COPY

JOE WILLIAMS

Howard Taylor,

As per our telephone conversation please put the accounting information on the invoice, sign it and send it to General Realty.

The Purchase Order Number is 53041

3

CONSTRUCTION CHRONOLOGY DEPT.
FILE REFERENCE NO. 442.24.1

PORTLAND GENERAL ELECTRIC COMPANY

621 S. W. ALDER STREET
PORTLAND, OREGON 97205

No. 53041

8-30-350
9-64-5500

PURCHASE ORDER

SUBJECT TO CONDITIONS ON REVERSE SIDE

Port of Portland
P. O. Box 3529
Portland, Oregon 97208

DATE January 7, 1972

PLEASE SHIP TO PORTLAND GENERAL ELECTRIC COMPANY

PLEASE PLACE ORDER NUMBER ON ALL PACKAGES, INVOICES AND MEMORANDA

CARE OF R. L. Taylor
621 S. W. Alder Street
Portland, Oregon

AND MAIL INVOICES IN TRIPLICATE TO GENERAL ACCOUNTING DEPT., 203 ELECTRIC BLDG. 621 S. W. ALDER ST., PORTLAND, OREGON 97205

VIA

QUANTITY	DESCRIPTION	CODE	PRICE
	Furnish all labor, tools, equipment, transportation and supervision and perform all work required to place dredged material on PGE Co. Rachocton Plantation site. Payment will be in accordance with Right of Entry and Spoil Disposal Permit dated August 3, 1971, which by reference is made part of this Purchase Order.		
	Cost to PGE Co.:		
	Spillway construction and removal		1500.00 lot Me
	672,309 cubic yards		.05 Cu. Yd Me
	Confirming		

SHIPMENT Rock as requested

CASH TERMS Net

F. O. B.

FREIGHT ALLOWANCE

PORTLAND GENERAL ELECTRIC COMPANY

BY _____ PURCHASING AGENT

DIRECT TELEPHONE CALLS TO MR. L. S. Hodel BUYER

ITEM NO.	CODE	FUNCTION NO.	JOB NO.	CLASS	ACCOUNT NUMBER	REQUISITION NO.
	56	5100	4027	9	353	01-719

TO BE USED FOR Rachocton Plantation Site Fill

Helping Build the West

MLC REFERENCE No. 441-21-1

WESTERN-PACIFIC DREDGING CORP.
Subsidiary of WILLAMETTE-WESTERN CORPORATION

Foot of N. Portsmouth Ave., Portland, Oregon 97203
Phone: 503 • 285-9111 • Cable Address: WILDWEST

January 5, 1972

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

Attention: Mr. Johnson

Re: Filling of Linnton Land

Gentlemen:

We have completed the testing for materials in the Linnton Area and are enclosing a copy of the test results. We found clay and mud on the whole West side and below your submarine cables for the full width. The material above the cables was fair to good with no clay but some silt. We feel the material will make good fill and can be used to finish the grading of your property.

Our proposal to do the filling is as follows.

1. We will build dikes on the high ground and do all other work on land to accommodate 100,000 cubic yards of sand. We will extend the ladder on the dredge and do all the other things required for mobilization and demobilization. Our lump sum price for this work is $28,000.00

2. We will pump sand onto the property, take care of all shore costs including cats, and survey the stockpile at the end. Payment will be on the basis of stockpile measurement. Our price for the sand will be $0.59 per cubic yard.

Thank you for the opportunity to quote this work. If you have any questions, please contact us.

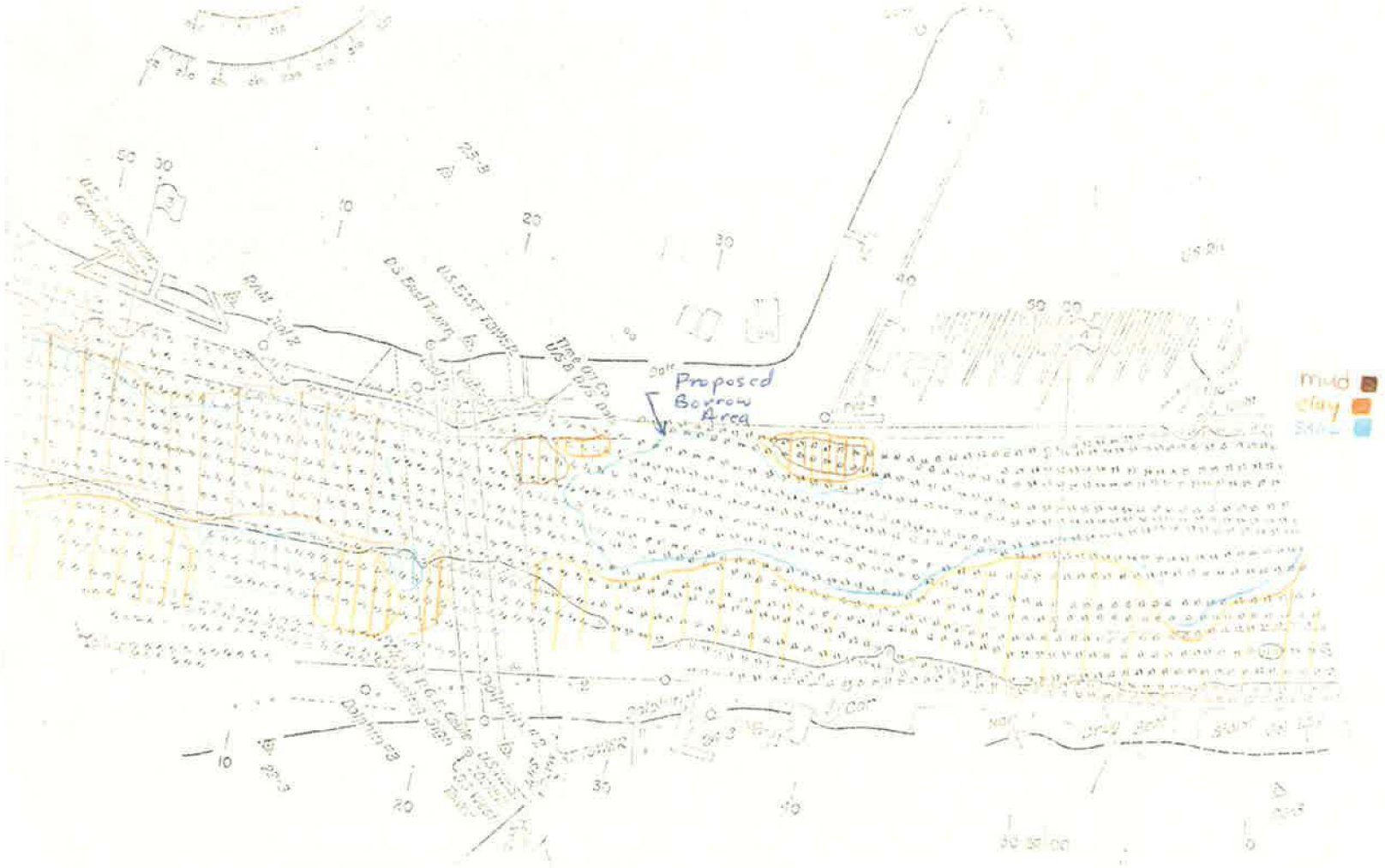
Respectfully,

WESTERN-PACIFIC DREDGING CORP.

R. W. Lofgren
Vice President

RWL:de

Enclosure


Proposed
Borrow
Area
mud
clay
sand

INTER-OFFICE COMMUNICATION

PORTLAND GENERAL ELECTRIC COMPANY

Date January 13, 1972

To H. I. Taylor

From S. R. Christensen

Subject Placement of Pumped Fill at Harborton

It has been determined the fill that will be pumped onto this site by Willamette Western should be placed on the area presently at elevation 28 with appropriate dikes prepared from the existing material on site. The attached sketch shows proposed location.

SRC/DRL/sg
Attachment
c: D. R. Miller

3

PORTLAND GENERAL ELECTRIC COMPANY

621 S. W. ALDER STREET
PORTLAND, OREGON 97205

8-30-350
9-64-5500

PURCHASE ORDER

No. 53599

SUBJECT TO CONDITIONS ON REVERSE SIDE

Western-Pacific Dredging Corp.
Foot of N. Portsmouth Avenue
Portland, Oregon 97203

DATE January 11, 1972

PLEASE SHIP TO PORTLAND GENERAL ELECTRIC COMPANY

CARE OF N. L. Taylor
621 S. W. Alder Street
Portland, Oregon

PLEASE PLACE ORDER NUMBER ON ALL PACKAGES, INVOICES AND MEMORANDA

AND MAIL INVOICES IN TRIPLICATE TO GENERAL ACCOUNTING DEPT., 203 ELECTRIC BLDG. 621 S. W. ALDER ST., PORTLAND, OREGON 97205

VIA

QUANTITY	DESCRIPTION	CODE	PRICE
	Furnish all labor, tools, equipment, transportation and supervision and perform all work required to place 100,000 cu. yds. of dredged material on PGE Co. Harborton Substation site. Payment will be in accordance with your letter proposal dated January 5, 1972, attached by reference to made part of this purchase order. Cost to PGE Co. mobilization and demobilization		$8,000.00
	Pump sand on to property including building dikes and all shore costs. Payment to be on stockpile measurement		.29 cu. Yd. Net
			Est. 97 [illegible] Jul 5.

SHIPMENT As soon as possible

CASH TERMS Net

F. O. B.

FREIGHT ALLOWANCE

PORTLAND GENERAL ELECTRIC COMPANY

BY _____ PURCHASING AGENT

DIRECT TELEPHONE CALLS TO MR. Clark Anderson BUYER

ITEM NO.	CODE	FUNCTION NO.	JOB NO.	CLASS	ACCOUNT NUMBER	REQUISITION NO.
	30	3145	4222	9	352	42-312

TO BE USED FOR Harborton Substation #13

ESTIMATE OF SECOND HARBERTON FILL

PAGE 1 OF 2
By MEB

DATA SHOWS DIFFERENCE IN ELEVATION OF EACH POINT FROM THE LAST READING TAKEN ON JANUARY 24, 1992.

* LAST READING TAKEN ON DECEMBER 30, 1991.

STATION	A-LINE	B-LINE	C-LINE	D-LINE	E-LINE
0+00	.02	.00	.00	.00	.00
1+00	.00	*.00	.09	.00	3.75
2+00	*.50	.83	5.74	4.49	5.41
3+00	.75	9.06	8.10	5.25	4.78
4+00	5.19	7.84	7.20	5.86	5.80
5+00	4.66	9.00	8.22	8.40	
6+00	5.38	7.88	8.09	9.19	
7+00	9.41	9.34	11.57	10.53	
8+00	9.87	10.29	12.21	12.99	
9+00	4.91	*4.55	*7.58	*5.08	
10+00	2.83	*3.95	4.26	7.27	
11+00	3.09	2.26	2.12	.00	.00
11+40	.00				
11+65		.09			
11+85			.21		
12+00				.00	.00
12+30					.00

INSUFFICIENT DATA

TOTAL OF PAGE 1: 2,761,306.00 CU. FT. = 102,270.59 CU. YDS.

TOTAL OF PAGE 2: 275,050.00 CU. FT. = 10,189.03 CU. YDS

TOTAL ESTIMATED FILL (PAGE 1 + PAGE 2) 3036356.00 CU. FT

ADDITIONAL DATA ON PAGE 2 ⟹ 112,457.62 CU. YDS.

DIFFERENCE IN ELEVATIONS OF POINTS RIGHT OF A-LINE

STATION	DISTANCE TO THE RIGHT OF A-LINE									
	25'	50'	75'	100'	125'	150'	175'	200'	225'	250'
0+00										
1+00	.00									
2+00		.00								
3+00			.00							
4+00				.00						
5+00				.25	.00					
6+00				6.20	.00	.00				
7+00				6.06			.00			
8+00				4.50			.07			
9+00				4.05				.00	.00	
10+00				3.23				4.04	.00	
11+00				.20				.67		
11+40										

TOTAL PAGE 2 : 275,050.00 cu. ft. = 10,187.03 cu. yds.

By MEB

CONSTRUCTION COORDINATING DEPT.
FILE REFERENCE No. 44-21.1

February 8, 1972

Western-Pacific Dredging Corporation
Foot of N. Portsmouth Avenue
Portland, Oregon 97203

Attention: Mr. R. W. Lofgren

Subject: HARBORTON SUB SITE DREDGING

Gentlemen:

Enclosed for your records find two copies of the Corps of Engineers' authorization for dredging of approximately 100,000 cubic yards of material for use on our Harborton site.

Sincerely,

W. E. Johnson
Project Engineer

WEJ:dw
Enclosure

CONSTRUCTION COORDINATING DEPT.
FILE REFERENCE No. 441-71-1
3/1/72 Sent to Gen. Acctg. for Pymt
WPRM. 53599

WESTERN-PACIFIC DREDGING CORP.
Subsidiary of WILLAMETTE WESTERN CORPORATION

Foot of N. Portsmouth Ave., Portland, Oregon 97203
Phone: 503-285-9111 • Cable Address: WILDWEST

Job Location: Harborton Substation Site Date: February 25, 1972

Sold to: Portland General Electric Co.
621 S. W. Alder Street
Portland, Oregon 97205

Your No.: 53599

Invoice No: 2-5/9236

Attention: Mr. H. I. Taylor

Furnish labor and equipment to place dredged material on :GE Co. Harborton Substation site.

113,790 cubic yards @ $.59/cu. yd.		$67,136.10
Mob and demob: Lump Sum		28,000.00
	TOTAL	$95,136.10

OK. (W.E. Johnson) 3-1-72.

P.O. 53599

54-5100-4921-9-352.

Thank You

Beck

3

PORTLAND GENERAL ELECTRIC COMPANY

621 S. W. ALDER STREET
PORTLAND, OREGON 97205

8-30-350
9-64-5500

No. 53422

PURCHASE ORDER

SUBJECT TO CONDITIONS ON REVERSE SIDE

Crosswhite Excavating, Inc.
6641 S. E. Johnson Creek Boulevard
Portland, Oregon 97206

DATE January 12, 1972

PLEASE SHIP TO PORTLAND GENERAL ELECTRIC COMPANY

CARE OF H. I. Taylor
621 S. W. Alder Street
Portland, Oregon

PLEASE PLACE ORDER NUMBER ON ALL PACKAGES, INVOICES AND MEMORANDA

AND MAIL INVOICES IN TRIPLICATE TO GENERAL ACCOUNTING DEPT., 203 ELECTRIC BLDG. 621 S. W. ALDER ST., PORTLAND, OREGON 97205

VIA

QUANTITY	DESCRIPTION	CODE	PRICE
	Furnish all superintendence, labor, tools, equipment and transportation and perform all work required to move approximately 3,000 cu. yds. of fill material from Georgia-Pacific Corporation property near Linnton, Oregon, to Portland General Electric Company Harborton Substation site.		
	Cost to PGE Co. per Crosswhite Excavating, Inc. proposal letter dated January 7, 1972:		
	Hauling and spreading fill material (actual truck measure)		1.10 Cu. Yd. Net
	Move in and move out		65.00 Job Net
	Do not show on vendor's copy		Est. 3,500.00 Net

SHIPMENT At once

CASH TERMS Net

F. O. B.

FREIGHT ALLOWANCE

PORTLAND GENERAL ELECTRIC COMPANY

BY _____ PURCHASING AGENT

DIRECT TELEPHONE CALLS TO MR. C. G. Anderson BUYER

ITEM NO.	CODE	FUNCTION NO.	JOB NO.	CLASS	ACCOUNT NUMBER	REQUISITION NO.
	56	5100	4927	9	352	C2-716
TO BE USED FOR	Harborton Sub site fill					

STATEMENT

FEB 2 1972

CONSTRUCTION COORDINATING DEPT.

FILE REFERENCE

CROSSWHITE ENTERPRISES, INC.

4 41-71-1

2-2-72 Sent to G. Neely for payment.

Bert's Redimix 774-3235
Crosswhite Excavating 771-1148
Crosswhite Sand & Gravel 771-1148

6641 S. E. JOHNSON CREEK BLVD.
PORTLAND, OREGON 97206

Portland General Electric
c/o H.I. Taylor
621 S.W. Alder
Portland, Oregon

finance

TERMS: NET 10 E.O.M. — 1½% interest charged on past due accounts. 18% PER ANNUM

DATE	January 31, 1972 P.O.#53422	CHARGE	CREDIT	BALANCE
1/12/72	1020 yds @ 1.10 + Frgt	1122 00		1122 00
1/13	690 yds @ 1.10	759 00		1881 -
1/14	1150 yds @ 1.10	1265 -		
	Hauled in error	65 -		3211 -

OK wlj 2/2/72

P.O. 53422

PORTLAND GENERAL ELECTRIC COMPANY

ELECTRIC BUILDING
621 S.W. ALDER STREET
PORTLAND, OREGON 97205

RECEIVED

SEP 21 1972

September 21, 1972

D. R. MILLER, Manager
SYSTEM ENGINEERING

Mr. D. B. Heath
Manager - Contracts
Burlington Northern Inc.
176 East Fifth Street
St. Paul, Minnesota 55101

Dear Mr. Heath,

Thank you for preparing the agreement for our spur track to the Harborton Substation at Linnton, Oregon.

Mr. J. L. Williams has signed both copies for Portland General Electric Company and I have enclosed them for completion by the railway company.

Yours truly,

R. W. Sharp
Permit Section Supervisor

RWS/nh
Enclosure

bc: D. R. Miller

412 Turbine - Fuel

COPIES TO: Williams Phillips, Bredemeier, Landis Tuddleston
Original to General Accounting Department - 11/21

NOV 16 1972 B-5

RECEIVED
NOV 21 1972
JOSEPH L. WILLIAMS
VICE PRESIDENT

Southern Pacific Pipe Lines, Inc.

610 South Main Street, Los Angeles 90014

B. K. SMITH
PRESIDENT & GENERAL MANAGER

November 15, 1972

IN REPLY PLEASE REFER TO FILE: 610. (SPPL-1126)

Mr. A. J. Porter
Senior Vice President
Portland General Electric Company
Electric Building
621 S. W. Alder Street
Portland, Oregon 97205

Dear Mr. Porter:

Please refer to your letter of October 31, 1972, accepting our offer for pipeline service to your plants at Harborton and Bethel.

In answer to your question regarding commencement of rental, although our proposal did not cover this point specifically, we plan to start the rental for each facility separately on a prorated basis on the 1st day of the month immediately following completion for operation. Proration of rental would be $2,558/month for Bethel and $3,667/month for Harborton, until such time as both facilities are operational, when the rental would then be the $6,225/month mentioned in our previous letter. By handling in this manner, should we experience unusual delays on either facility we can still place the completed facility in operation.

If this arrangement meets with your approval would you please approve and return for our files the attached copy of this letter, and if there are further questions please do not hesitate to call on us.

We are expeditiously proceeding with construction at Bethel.

Sincerely yours,

B. K. Smith

APPROVED:
Portland General Electric Co.

A. J. Porter

A. J. Porter, Senior Vice President

Date: NOV 20 1972

NORTHWEST NATURAL GAS COMPANY

123 N.W. FLANDERS STREET, PORTLAND, OREGON 97209

Fuel 311

January 26, 1972

Portland General Electric Company
621 S.W. Alder Street
Portland, Oregon 97205

Attention: Mr. Duane R. Landis, Project Coordinator,
Gas Turbine Project

Gentlemen:

This letter is a reply to the January 21, 1972 telephoned question of your Mr. Brad Spenser regarding our pipeline pressure expectations in the region of your gas turbine project near Harborton.

We anticipate that during any time that your proposed gas turbine plant would be using natural gas fuel our pipeline pressure would vary between 435 p.s.i.g. and 380 p.s.i.g. at a point on U.S. Highway 30 in front of your plant. We can furnish you a pressure of 300 p.s.i.g. at the downstream (flow-wise) end of our proposed meter set.

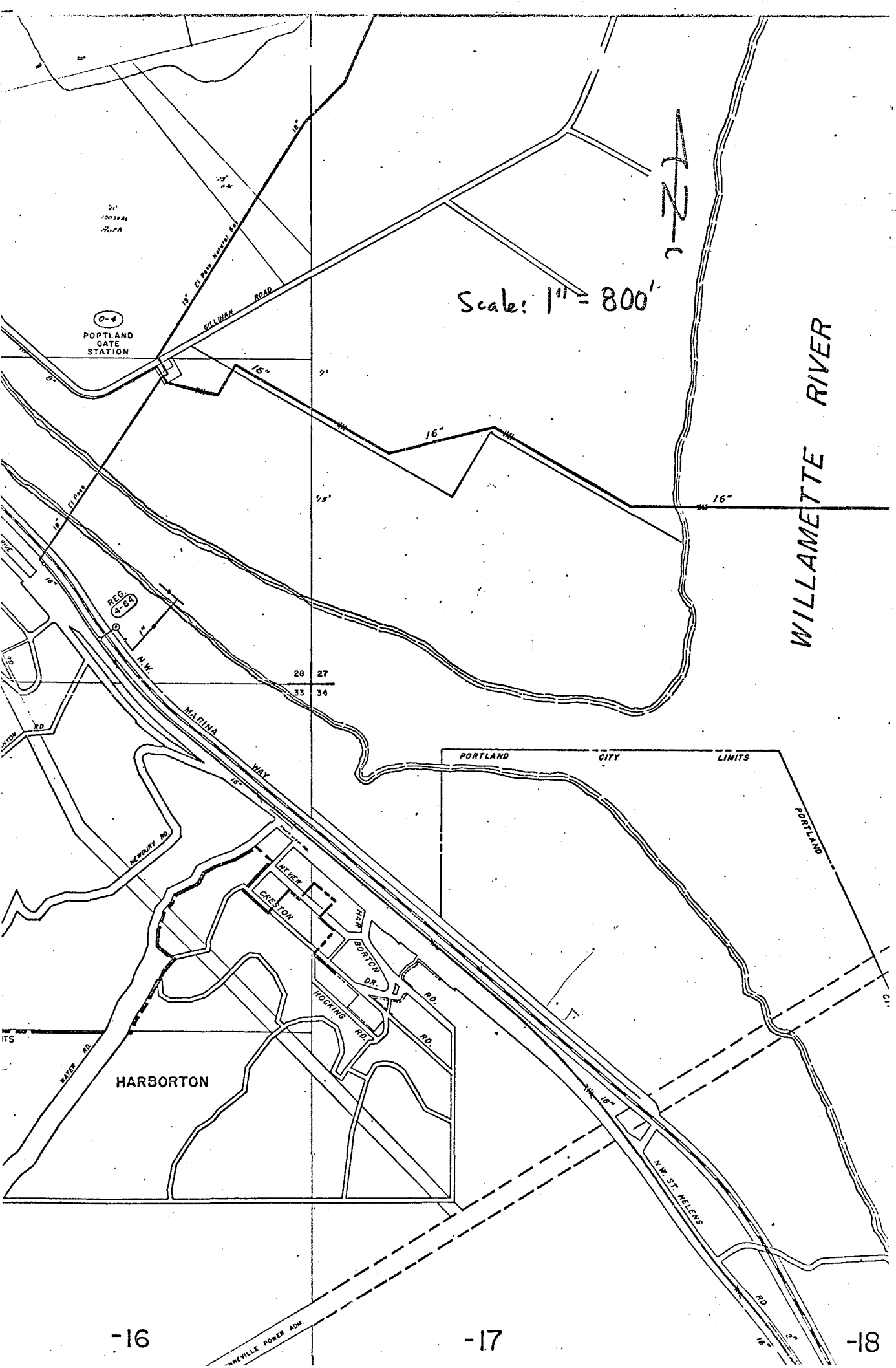
Enclosed is a map of our pipeline system in the vicinity of your Harborton location.

Very truly yours,

J. Van Bladeren
Manager, Engineering Department

CNP:JVB:f

Encl.


Scale: 1" = 800'
WILLAMETTE RIVER
PORTLAND GATE STATION
GILLIHAN ROAD
EL PASO
REG. 4-64
N.W.
MARINA WAY
PORTLAND CITY LIMITS
PORTLAND
HEWBURY RD.
MT. VIEW
CRESTON
BORTON DR.
HOCKING RD.
WATER RD.
HARBORTON
N.W. ST. HELENS RD.
28
27
33
34
16"
18"

-16 -17 -18

PORTLAND GENERAL ELECTRIC COMPANY

ELECTRIC BUILDING
621 S.W. ALDER STREET
PORTLAND, OREGON 97205

February 3, 1972
PT-5

Mr. Kurt E. Peterson
Turbo Power & Marine Systems
Farmington, Connecticut 06032

Dear Kurt:

GAS TURBINE PROJECT
Natural Gas Design Point Pressure
for Harborton Gas Turbines

After receiving the necessary information from Northwest Natural Gas, our gas suppliers, we have been able to complete the necessary calculations to determine a tentative design point pressure. From the calculations, we have found that the minimum pressure available to you at the inlet flange to your gas scrubber is 285 psig. The method of calculation used to determine this minimum gas pressure takes into consideration flow resistance due to 1,200 feet of 12-inch nominal size, Schedule 80 steel pipe, four 90° elbows, three gate valves, reducer and a Fisher Controls V-ball pressure regulator. For your reference, you will find enclosed the following: a schematic diagram of the piping layout, a copy of Northwest Natural Gas letter indicating their maximum/minimum and guaranteed pressure, and a Northwest Natural Gas data sheet giving average gas quality for the year 1971. Also enclosed is a map of Northwest Natural Gas lines near the Harborton site.

Sincerely,

D. R. Landis
Engineering Coordinator
Gas Turbine Project

DRL/BES/rd
Enclosures

c: D. R. Miller

Fuel 3/11

GAS TURBINE PROJECT
NORTHWEST NATURAL GAS PIPING FOR BETHEL AND HARBORTON SITES

Meeting Notes
April 26, 1972
8th Floor Conference Room
Yeon Building

Representatives from Northwest Natural Gas Company and Portland General Electric Company met at 10:30 a.m. on April 26, 1972, to discuss piping requirements for the Bethel and Harborton gas turbine sites.

PGE has pressure requirements of 165 psi for starting, and 285 psi for running. NWNG is able to supply starting gas at the Bethel site at 175-180 psi. A 2-inch service would allow PGE to simultaneously start four units at Bethel. Some discussion followed on pressure drop within PGE supplied equipment. Brad Spencer will check pressure drop requirements to see if 175-180 psi is sufficient for starting. NWNG is able to supply regulated gas at up to 400 psi at the Harborton site.

PGE prefers only electrically trained personnel in a substation area. NWNG will locate meters as required by PGE, but must have access to their equipment at all times. Access is also necessary for a step van to check metering accuracy. NWNG also requires that no structures be built over their pipelines. A minimum easement of 10 feet was suggested. An enclosure of approximately 30' x 20' is required for NWNG terminal equipment (orifice, meters, etc.), and this enclosed area could be provided adjacent to the PGE fence line. The southwest property corner appears to be the best location at Bethel. The plan at Harborton is unfinished, but the southern property line appears to provide the best location. At both sites, PGE needs to supply piping from NWNG meters to gas turbine gas scrubbers. NWNG also requires one 120 Vac, 20a circuit for telemetering. NWNG will send sketches of typical meter installation requirements and noted that their responsibility for installation would end at the insulating flange of their meters. Cathodic protection will be supplied up to that point. NWNG will not contract to install service past their meters. NWNG also noted that starting gas and running gas at Harborton would require separate services.

NWNG questioned the difference in plant efficiencies for natural gas vs. liquid natural gas. PGE indicated that the plant efficiency would be the same in either case, but prefers natural gas. PGE supplied the following heat rates for either gas or oil: 10° - 11,200 BTU/KWH; 30° - 11,260 BTU/KWH.

NWNG indicated that construction of an SNG (substitute natural gas) plant is being considered, which could significantly alter the gas supply picture, as it relates to the gas turbine project. NWNG expects to have more information soon, and will present an energy supply proposal to PGE in 2 - 3 weeks. PGE indicated an interest in reviewing

the proposal at that time. NWNG questioned how long the turbines would be used, and PGE indicated that the turbines would be useful as a peaking resource over their economic life (30 years).

In regard to installation cost, NWNG indicated that the installations noted - service to the southern fence line at Harborton and 2" service to the southern fence line at Bethel - could be provided at no cost to PGE. PGE would have to provide pipeline from NWNG meters to PGE gas scrubbers.

Attendance:

John Van Bladeren	NWNG
Tom Krambuhl	NWNG
Dick Dyer	PGE
S. R. Christensen	PGE
Ken Meeker	NWNG
D. R. Landis	PGE
B. E. Spencer	PGE
R. A. Kelson	PGE
L. J. Thoreen	PGE

c.c.: Attendance List
A. J. Porter
G. E. Bredemeier
W. A. Huddleston
F. Rogan

7.1.1

PORTLAND GENERAL ELECTRIC COMPANY

ELECTRIC BUILDING
621 S.W. ALDER STREET
PORTLAND, OREGON 97205

Fuel 3-11

December 12, 1972

Northwest Natural Gas Company
123 N.W. Flanders
Portland, Oregon 97209

Attention: Mr. Clyde Miller
Engineering Department

In response to your verbal request to our Mr. Chaddock we have questioned the supplier of our gas turbines as to gas requirements. Attached please find our letter No. PT-25, and Turbo Power & Marine Systems letter dated September 4, 1972.

With respect to Item 6 in the TP&M letter we would like to express our preference for Fisher type 310 pressure regulators.

Our schedule indicates a desired completion date of May 1, 1973, for the gas supply line at the Harborton location and also the start gas supply line at the Bethel site.

Please call us if you have any questions concerning the above.

Sincerely,

D. R. Landis

DRL:kb
Enclosure

bc: B. E. Spencer
N. H. Burman
D. R. Miller

7.1

PORTLAND GENERAL ELECTRIC COMPANY

ELECTRIC BUILDING
621 S.W. ALDER STREET
PORTLAND, OREGON 97205

Fuel
3.11

December 21, 1972

Mr. Clyde Miller
Northwest Natural Gas Company
123 N. W. Flanders
Portland, Oregon

Dear Mr. Miller:

GAS TURBINE PROJECT
Harborton and Bethel
Fuel Gas Requirements

Our letter to you of December 5, 1972 concerning gas pressure requirements referred to certain attachments which were not attached.

This letter transmits these attachments to you.

Sincerely,

D. R. Landis
Engineering Coordinator
Gas Turbine Project

DRL/ABC/nh
Attachments

Turbo Power & Marine Systems

SUBSIDIARY OF UNITED AIRCRAFT CORPORATION

TEL. (203) 677-4081

FARMINGTON, CONNECTICUT 06032

December 4, 1972

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

Attention: Mr. D. R. Landis
Engineering Coordinator
Gas Turbine Project

Subject: Gas Turbine Project
TPM Project 1340
Natural Gas Requirements

Reference: PGE letter PT-25, dated November 7, 1972

Gentlemen:

In response to the referenced letter, we wish to submit the following information, attached hereto, relative to the natural gas requirements at Harborton.

The following comments supplement the attachment:

Item 1 — The nominal operating gas pressure at our gas scrubber is specified as 300psig with normal operation at approximately 285psig. Depending on line losses, the gas company can set their regulator at 300psig.

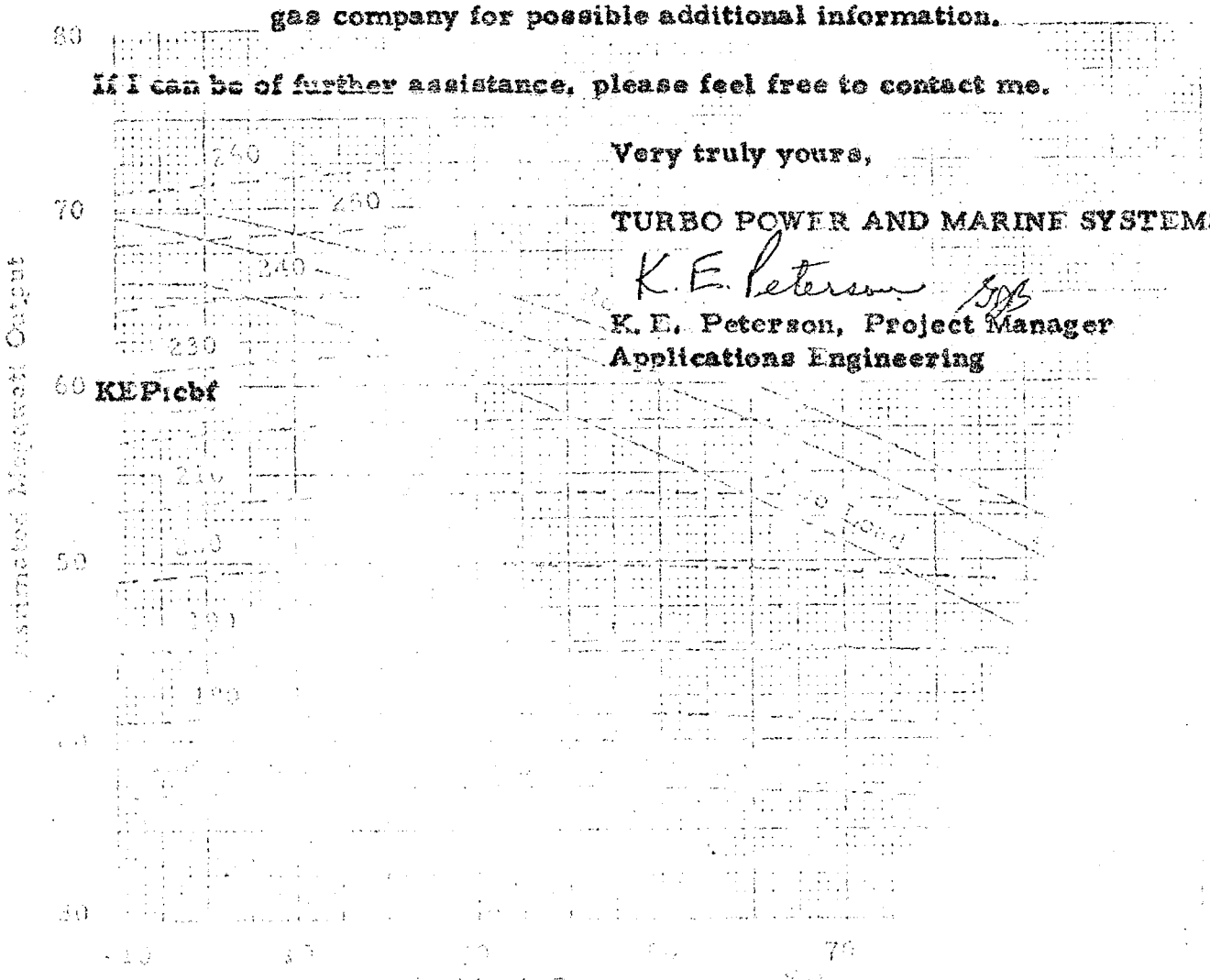
Items 2, 3, and 4 — Gas flows are shown on a per engine basis. We would assume that minimum gas flow would occur with (1) Twin Pac (2 engines) running at idle. We would also assume that maximum gas flow would occur with (4) Twin Pacs (8 engines) running at max peak.

Item 5 — TPM's relief valve on the gas scrubber is set at 350psig. Per our discussions with Mr. A. Chaddock, where it was agreed desirable to discharge relief gas away from the gas turbine area, the gas company's relief valve should be set lower than 350psig. The 325psig figure is suggested, however, the exact setting is flexible providing the guideline that the gas company valve lift first is met.

Item 6 **Since we don't know the regulator types being considered, we can only make the following comments:**

The pressure regulator range should be such that the regulator will handle the pressures available from the gas company, as well as the lowest gas pressure that the engines can accommodate without load curtailment.

We are attaching Curve No. IPC-5270A, which was included in Proposal No. 1340. You will note the lowest pressure the engines can use without load curtailment is 255psia at -10°F at the engine. The valve should at least handle pressures down to 255 ±5psia at -10°F without loss of control. The pressure regulator should also be capable of maintaining pressure within ±5psig at any set point throughout its range. We suggest you review this curve with the gas company for possible additional information.



If I can be of further assistance, please feel free to contact me.

Very truly yours,

TURBO POWER AND MARINE SYSTEMS, INC.

K. E. Peterson

K. E. Peterson, Project Manager
Applications Engineering

KEP:cbf

TURBO POWER AND MARINE SYSTEMS, INC.
SUBSIDIARY OF
UNITED AIRCRAFT CORPORATION

PORTLAND GENERAL ELECTRIC CO. PROPOSAL NO. 1340

TP4-2 (FT4C-1) Gas Turbine Twin Pac

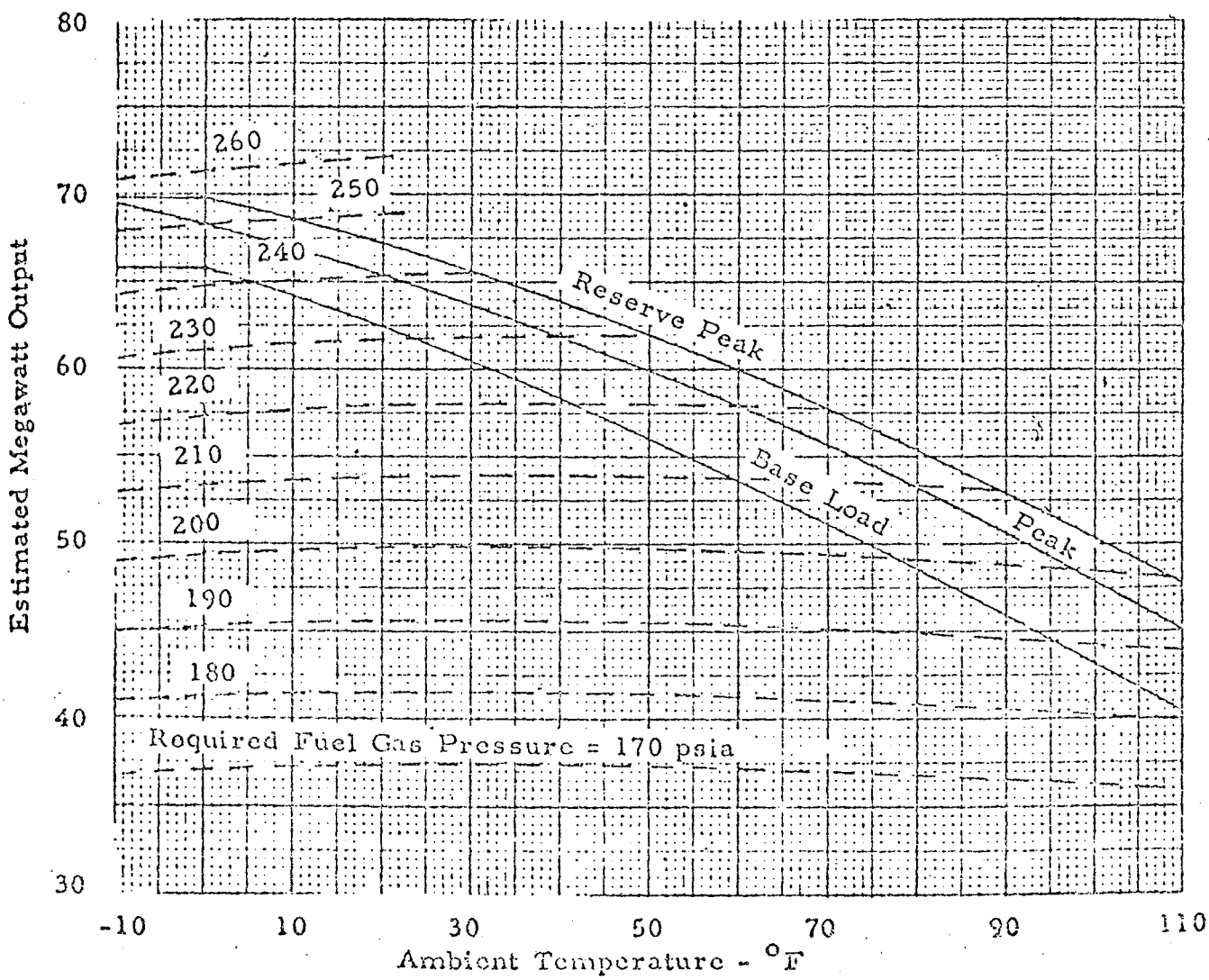
Estimated Megawatt Output and Required Fuel Gas Pressure Vs. Ambient Temperature

3" H_2O Inlet and 1" H_2O Exhaust Duct Pressure Losses

Sea Level N_3 = 3600 RPM

Required Fuel Gas Pressure based on:

Fuel Gas Temperature = 60°F
Fuel LHV = 950 BTU/SCF
Ratio of Fuel Specific Heats = 1.33
Fuel Specific Gravity = 0.6



MTK 8-2-71

IPC-5270

ITEM	50°F SEA LEVEL	-10°F SEA LEVEL
1. Pressure Set Point	300PSIG at Regulator Station	300PSIG at Regulator Station
2. Min. Gas Flow (Idle)	58,750 SCFH/Eng.	63,500 SCFH/Eng.
3. Max Gas Flow	416,500 SCFH/Eng.	457,000 SCFH/Eng.
4. Max Rate of Change or Gas Flow		
a. In Parallel Operating Mode	27 SCF/Sec. to 116 SCF/Sec. in 15 seconds (per engine)	30 SCF/Sec to 127 SCF/Eng. in 15 seconds (per engine)
b. In Isolated Operating Mode	27 SCF/Sec to 116 SCF/Sec in 6 seconds (per engine)	30 SCF/Sec to 127 SCF/Eng. in 6 seconds (per engine)
5. Desired Press. Set Point or Relief Valves at the Regulating Station	325 PSIG (TPM Relief Valve Set At 350 PSIG)	325 PSIG
6. Desired Pressure Regulator Range	To Be Selected by PGE say 200 to 350 PSIG	

PGE Fuel 3-1 HARB & BETHEL

7.1

COPIES TO:

S. R. Christensen

D. R. Miller

A. B. Chaddock

TELEPHONE CALL

By W. A. Huddleston of

To Carl Peterson of N.W. Natural Gas

Date February 1, 1973 Time

Subject SNG Plant Feedstock

Fuel-NWN Gas

The SNG feedstock will be natural gas liquids which are a raw gas condensate and resemble LPG.

The material has a reid vapor pressure of about 200 psi @ 100°F and is therefore stored at -50°F.

The makeup is:

C_2H_6 (Ethane)	Max 5%
Propane & Bustane	95%
Pentane & heavier	none

Maximum sulfur content is expected to be 15 gr/100 scf (about 185 ppm).

WAH/kjv

65

INTER-OFFICE COMMUNICATION

PORTLAND GENERAL ELECTRIC COMPANY

Date March 26, 1973

To S. R. Christensen

From A. B. Chaddock ABC

Subject GAS TURBINE PROJECT
Northwest Natural Gas Company
Synthetic Natural Gas Plant Feedstock

In accordance with your request, I have contacted Northwest Natural Gas Company, Clyde Miller, who gave me the following information.

1. The feedstock for the SNG plant is described as a propane-butane mixture. It is received in liquid form from Canada where it is derived from gas stripping plants in the Canadian gas fields.

2. It is stored in refrigerated liquid storage (low pressure). The configuration of the storage tank will either be the spherical type tank or the bullet type tank.

3. A portion of this feedstock will be vaporized and burned in their boilers for steam generation. No special measures or equipment are anticipated. NOTE: I would anticipate that this type of fuel would be burned in a similar fashion as high Btu refinery gas or chemical plant process gas.

4. They plan no conditioning of the gas prior to burning it in their boilers. There may be a slight fraction of sulfur in the gas but it is not felt this would be significant. Clyde will send us an analysis of the gas.

ABC/nh

c: D. R. Miller
R. L. Welch
W. A. Huddleston

FEB 21 1973
SYSTEM CONTRACT CONSTRUCTION BRANCH
FILE REFERENCE NO. 440-72-3

BURLINGTON NORTHERN

INDUSTRIAL AND REAL ESTATE
DEVELOPMENT DEPARTMENT

Post Office Box 571
Portland, Oregon 97207
Telephone (503) XXXXXXX 221-1300

To
Copy
Welch
2-20-73

Mr. Roger W. Sharp
Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

February 16, 1973

Dear Mr. Sharp:

In response to your recent request, we are now in receipt of engineering cost estimate for relocation of the turnout installed last summer to serve the electrical generating plant to locate in Linnton. Enclosed is engineering print showing present location marked in yellow, and proposed relocation and extension marked in red.

Cost for this work is broken down as follows:

Headblock to clearance point - 131 track feet	
Relocation of turnout	$2,000
Additional cost for installation in automatic crossing area	1,855
Grading	975
Extend 24" culvert 14 L.F.	425
Subtotal	$5,255
Clearance point to property line - 104.5 track feet	
Grading	$2,337
Construct 104.5 feet of track	1,568
Subtotal	$3,905

Combining cost of $5,255 for work in the initial turnout portion plus the $3,905 cost to extend beyond to property line totals $9,160 which should be submitted by check or purchase order to initiate the work. The new construction would result in having a refundable policy apply against a $7,180 total in cost for the turnout area. This total can be recovered at the rate of $10 per loaded car for which the BN receives a minimum revenue of $50 and applies for a 5 year term following completion of the track, or sooner if fully recovered prior. Railroad would own and absorb maintenance costs for the 131 foot turnout portion. PGE would own remainder of track and reimburse railroad for maintenance performed between the 131 foot clearance point and property line, as well as absorb maintenance costs performed by private contractor beyond.

Similar to previous handling, please arrange preparation of the remittance specified in the amount of $9,160 and express in your letter a willingness

on the part of Portland General Electric Company to execute our standard industrial track agreement.

If you have any questions, please contact this office.

Sincerely,

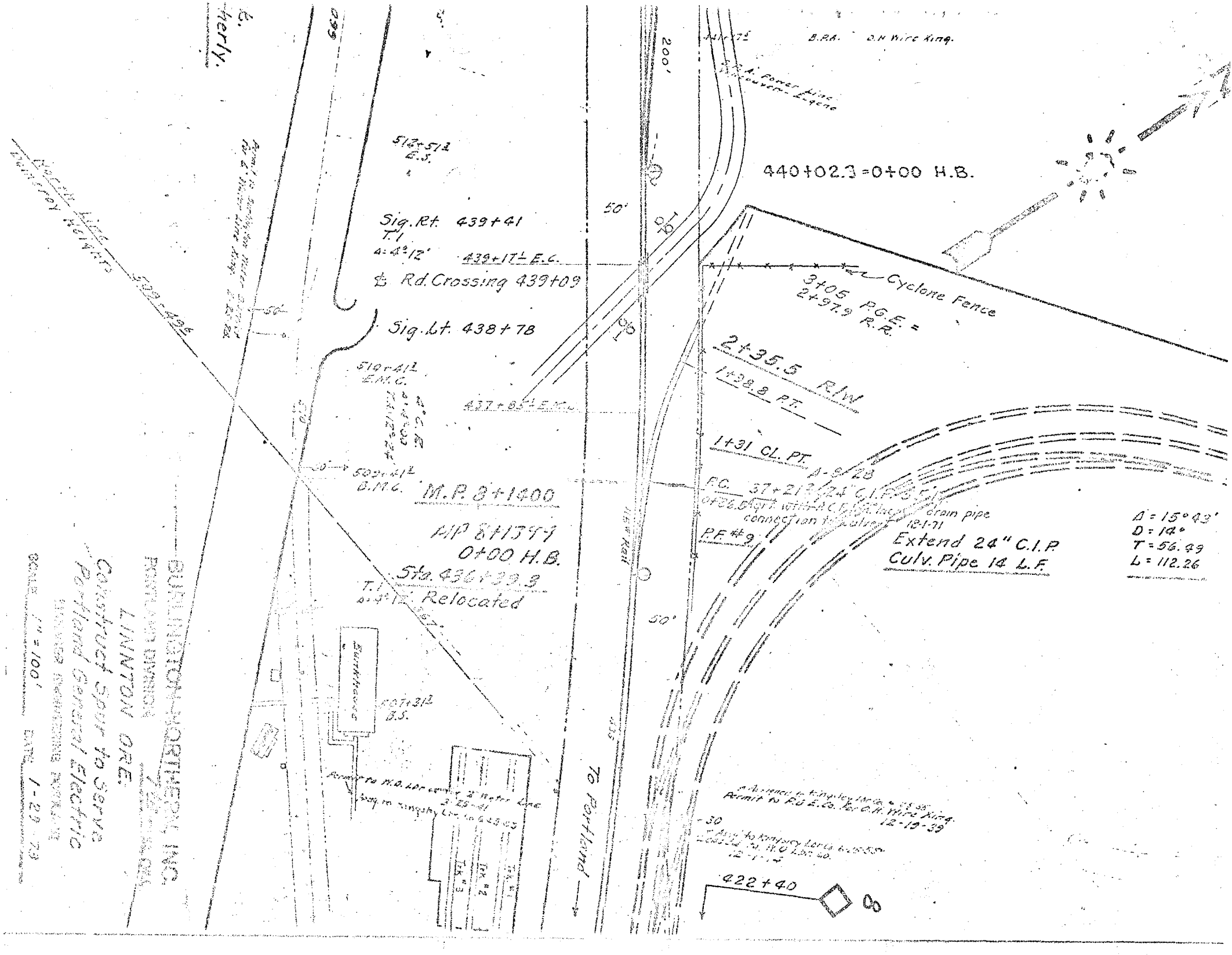
R. A. Lawrence

R. A. Lawrence
Regional Manager-Industrial Development

HWM/dar--Attach.

File: 7th Sub-Linnton

P.S. Subsequent to writing this, you mentioned your company may be in a position to furnish the needed fill material. It is estimated 327 cubic yards are needed in the turnout portion and 785 cubic yards for the 104.5' track section beyond, making a total of 1, 112 cubic yards. By furnishing this quantity of fill materials, your costs would be reduced in the amount of $2,779. Thus, should you elect to furnish the fill, your remittance should be $6,381.


440+02.3 = 0+00 H.B.
Sig. Rt. 439+41
T.1
Δ = 4° 12'
439+17± E.C.
& Rd. Crossing 439+09
Sig. Lt. 438+78
M.P. 8+1400
MP 8+1394
0+00 H.B.
Sta. 436+39.3
T.1 Δ 4°12' Relocated
3+05 P.G.E. = 2+97.9 R.R.
Cyclone Fence
2+35.5 R.W.
1+28.8 P.T.
1+31 CL. PT.
Extend 24" C.I.P. Culv. Pipe 14 L.F.
Δ = 15° 43'
D = 14°
T = 56.49
L = 112.26
To Portland
422+40
BURLINGTON NORTHERN INC.
PORTLAND DIVISION
LINNTON ORE.
Construct Spur to Serve
Portland General Electric
Co. Thermal Plant
SCALE 1" = 100'
DATE 1-29-75

HARB & BETHEL 7.2.1

PORTLAND GENERAL ELECTRIC COMPANY

March 30, 1973

Pow Sys 8-10-1

MEMORANDUM

TO: A. J. Porter

FROM: W. A. Huddleston

SUBJECT: SPPL Oil Quality Restrictions

Recent discussions with the staff of Southern Pacific Pipe Lines, Inc. have brought to light the following restrictions which they place on product shipped via their multi-product pipeline:

1) The product must be a distillate.

2) Asphaltine content is limited to 50 ppm total and 25 ppm suspended.

3) API gravity $\geq$ 30.

4) Color $\leq$ ASA 4 (to be redefined).

5) Pour point: May 1 - Sep. 31 . . . 25°F
Oct 1 - Apr. 30 . . . 10°F

6) Minimal free water.

W. A. Huddleston

WAH/kjv
cc G. E. Bredemeier
D. R. Miller
A. B. Chaddock
N. H. Burman

c/ Shell, SRL, DAB - 9/14

SEP 13 1973

SYSTEM CONTRACT CONSTRUCTION BRANCH

FILE REFERENCE NO. 420 S.P.

Southern Pacific Pipe Lines

610 SOUTH MAIN STREET • LOS ANGELES, CALIFORNIA 90014

B. K. SMITH
President & General Manager

TELEPHONE (213) 624-9461
In reply please refer to
FILE: 410.

September 10, 1973

Mr. A. J. Porter
Senior Vice President
Portland General Electric
621 S. W. Adler St.
Portland, Oregon 97205

Dear Mr. Porter:

Since the inception of the Southern Pacific Pipe Lines' system, we have followed a policy of maximum flexibility of scheduling to permit shippers to make changes in their requests for volumes to move through the system and to make changes in suppliers. This policy resulted in many schedule changes which affected not only SPPL, but all the shippers as well. The present tight product situation has accentuated the problems created by this policy to the point that a number of shippers have requested a modification to limit changes resulting in schedule variations.

To provide a current understanding of our procedures for preparing schedules the following description is pertinent. SPPL schedules are designed to have a fixed number of cycles per month in an attempt to minimize both product degradation and cyclic distortion. In addition, in an attempt to maximize the utilization of terminal tankage, the same sequence of shippers' batches within each cycle is normally maintained. On a four-cycle-per-month pipeline operation, for example, each shipper should have four nearly equal sized batches of each grade of product enter the line at the source point every seven or eight days. This, in turn, would result in early equal sized deliveries of each grade of product at the various terminals with the same frequency. An exception to this would be in cases where four shipments would violate the tariff because of the size of the input batches or deliveries. In these cases, less frequent shipments would be in order; and they would normally be so positioned within the overall pipeline schedule, or schedules, to avoid distortion.

Even though the selection of each shipper's position with a cycle is arbitrary, to a certain extent, it is dependent upon batch distribution since batches are positioned to maximize the utilization of the pipeline's facilities. Under certain product distribution conditions involving intermediate breakout tankage locations, it may be expedient to pipeline utilization and/or operations to routinely depart, on a selected shipper product basis, from the normal maximum number of cycles per month. Thus, SPPL maintains the "right of cycling" prerogative.

The procedure for setting up schedules on all lines involves shippers of record submitting a written list of monthly volume requirements with suppliers indicated to SPPL by the 15th of the month prior to the month of the scheduled shipments. From this information schedules are prepared and furnished, as appropriate, to all suppliers, shippers of record, and companies to whom the product will be delivered. This requires establishing gathering line schedules as well as main line schedules.

The source of the current problems with schedule changes is threefold.

1) Tendered volumes are changed after submission.

2) Suppliers are not indicated on original or later submissions, or if suppliers are indicated they are subsequently changed.

3) Changes either in volumes or suppliers that must be made are too late for acceptable planning and shipper notification.

To overcome these problems with their adverse effect on everyone involved, we are proposing to place the following in effect on October 1, 1973.

1. Shippers of record must prepare in writing the volumes to be tendered with suppliers shown for all portions of the pipeline system for the subsequent month and assure delivery to SPPL no later than 5 PM on the 15th of each month.

2. Monthly schedules will be made from the above and sent to the shippers and suppliers, as appropriate, by the 25th of the month before the start of the schedule.

3. Following publication and distribution of the monthly schedule, a ten to twelve day schedule will be issued weekly to SPPL field locations in sufficient time for them to prepare gathering line schedules for an approximate 12-day period by 12:30 PM, Thursdays, except for variations due to holidays, with notification to shipper representatives of gathering and main line schedules as soon as possible thereafter.

4. To make it possible to meet this timing, shippers will not be allowed to make changes in batch volumes or suppliers after 10 AM Wednesdays to cover the following 9-day period through Friday at 2400.

It is hoped the above will permit all shippers to plan their operations involved with the pipeline in a more orderly manner to the benefit of all. If questions arise, please contact Mr. C. B. Miller, Manager-Operations, or Mr. R. M. Breiner, Supervisor-Products Movement.

Very truly yours,

B. K. Smith

B. K. SMITH

City of Portland
FIRE PREVENTION DIVISION
55 S.W. Ash Street
Portland, OR 97204 Phone: 248-0203

PERMIT NUMBER 920124

FEE AMOUNT 994.39

CODE 1HC

Subject to the compliance with the ordinances of the City of Portland, permission is hereby granted for the installation of:

____NEW INSTALLATION ____ADDITION XX ALTERATION ____REPAIR ____REMOVE

XX LIQUIDS/TANKS ____L.P.G. ____COMPRESSED GASES ____DRY CLEANING PLANTS ____PAINT SPRAY BOOTHS

Located at 12430 NW ST. HELENS ROAD - PORTLAND GENERAL ELECTRIC

Contractor NORTHWEST FIELD SERVICES

Permit Issued 1-29 19 92

Fire Marshal [illegible]

By _____

INSPECTION RECORD:	DATE	INSPECTOR	OTHER
APPROVE TANK/CYLINDER LOCATION			
APPROVE PIPING AND VALVES			
PRESSURE TEST WITNESSED			
OK TO COVER			

FINAL APPROVAL

DATE INSPECTOR

NOTE: Keep card conspicuously posted on premises until job is completed and final inspection made.
Request for final must be made within 14 days after completion of work. Permit valid for 180 days only

Date 1-29 19 92 Cash _____ Check 791

T 1373

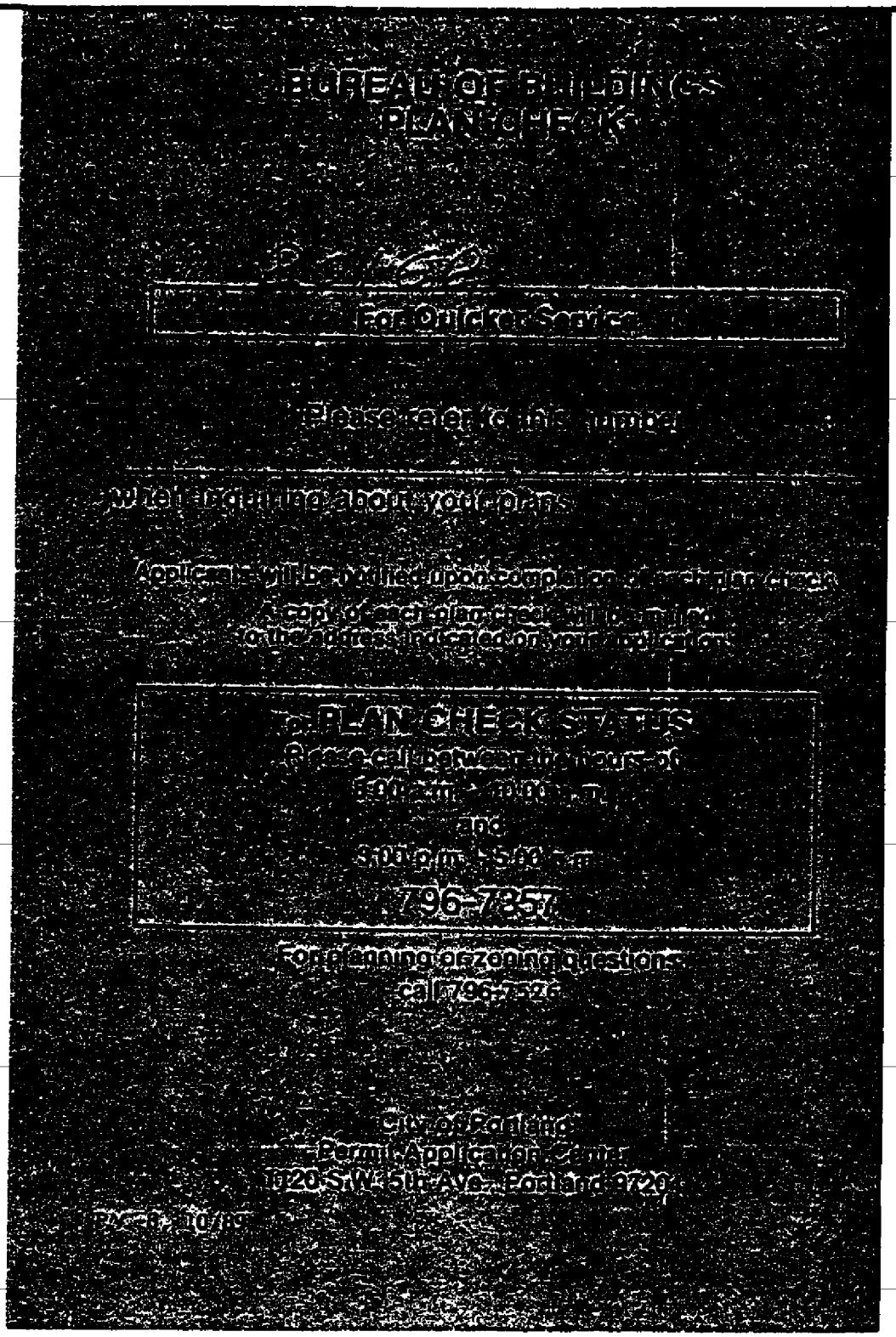
Received of RONALD E. EDDINFIELD

The sum of NINE HUNDRED EIGHTY FOUR DOLLARS & 39/100 $ 994.39

300.151 Rev. 4-89 By _____

Fire Marshal Permit for PGE PLANT

Permits for PGE Plant
1- Fire Marshall
2- Bldg
3- Plan check number



PLAN CHECK NO. FOR PGE FILE

INDICATE PERMIT(S) REQUIRED
(To Be Filled Out By Permit Center Staff)
Plumbing ☐ #
Mechanical ☐ #
Electrical ☐ #
Building ☒ #92-100675

CITY OF PORTLAND
BUREAU OF BUILDINGS
INSPECTION RECORD

Bldg Permit Set
PG&E Plans

THIS RECORD SHALL BE MAINTAINED IN A CONSPICUOUS PLACE ON THE JOB UNTIL COMPLETION. PLEASE CALL FOR ALL INSPECTIONS.
APPROVED PLANS REQUIRED ON JOB SITE AT ALL TIMES.
NO WORK OF ANY KIND, ON ANY PART OF ANY BUILDING OR STRUCTURE REQUIRING INSPECTION SHALL BE COVERED OR CONCEALED IN ANY MANNER WHATSOEVER, WITHOUT FIRST OBTAINING APPROVAL.

LOCATION: 12430 NW 1st St Helens OCCUPANCY: M2 TYPE: VN

24-HOUR INSPECTION REQUEST SERVICE 796-7000

Plumbing Contractor: _____ **Date Issued:** _____

Inspection/Comments	Date	Insp
Underground		
Rough-In-Plumbing		
Water Service		
Sanitary Sewer		
Sub Surface Disposal System		
Storm Sewer		
Rain Drain		
Final Plumbing		

Mechanical Contractor: _____ **Date Issued:** _____

Gas Piping		
Rough-In-HVAC		
Final HVAC		

Electrical Contractor: _____ **Date Issued:** _____

Rough-In-Wiring		
Final Electrical		

Building Contractor: PW Field Services **Date Issued:** 2-12-92

Footing/Slab Form	2-20-92	RAB
Foundation Wall Form		
Roofing		
Framing		
Under Floor		
Cover Wall/Ceiling		
Nailing		
nal Building		

mits shall become null and void without prior notification by the Bureau of Buildings, if such work authorized by the permit is not commenced within 1
the issuance, or if said work is suspended or abandoned for a period of 180 days from the start of such work.

DO NOT OCCUPY PRIOR TO BUILDING FINAL APPROVAL

City of Portland
FIRE PREVENTION DIVISION
55 S.W. Ash Street
Portland, OR 97204 Phone: 248-0203

PERMIT NUMBER 920227
FEE AMOUNT $778.64
CODE 19C

Subject to the compliance with the ordinances of the City of Portland, permission is hereby granted for the installation of:

XX NEW INSTALLATION ____ ADDITION ____ ALTERATION ____ REPAIR ____ REMOVE

____ LIQUIDS/TANKS ____ L.P.G. ____ COMPRESSED GASES ____ DRY CLEANING PLANTS ____ PAINT SPRAY BOOTHS

Located at 12222 NW MARINA WAY & 11910 NW ST. HELENS RD - COLUMBIA PETROLEUM CO

Contractor NW FIELD SERVICES

Permit Issued 2-19 19 92

Fire Marshal MIKE BELL

By ____

INSPECTION RECORD:	DATE	INSPECTOR	OTHER
APPROVE TANK/CYLINDER LOCATION			
APPROVE PIPING AND VALVES			
PRESSURE TEST WITNESSED			
OK TO COVER			

FINAL APPROVAL

DATE INSPECTOR

NOTE: Keep card conspicuously posted on premises until job is completed and final inspection made.
Request for final must be made within 14 days after completion of work. Permit valid for 180 days only

Date 2-19 19 92 Cash ____ Check 814 T 1396

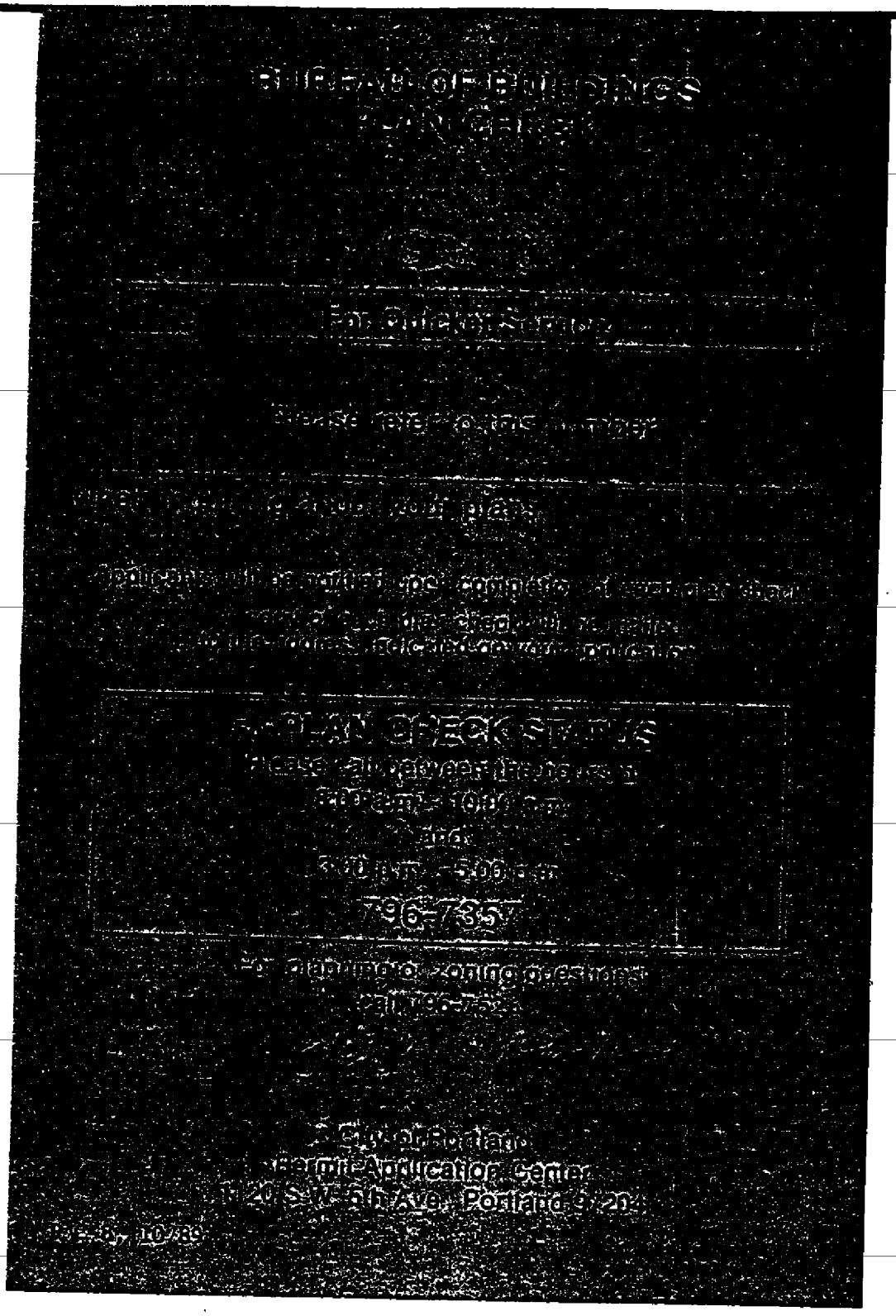
Received of RONALD EDINGFIELD

The sum of SEVEN HUNDRED SEVENTY EIGHT DOLLARS & 64/100 $ 778.64

300.151 Rev. 4-89 By Norma Seitz

Fire Marshall Permit
for pipeline

Permits for Pipeline -
1- Fire Marshall
2- Building
3- Plan Check number



PGE0047446

CITY OF PORTLAND

BUREAU OF BUILDINGS

INSPECTION RECORD

NOTICE: PERMIT AND APPROVED PLANS MUST BE AVAILABLE ON THE JOB UNTIL COMPLETION. PLEASE CALL FOR ALL INSPECTIONS AT LEAST ONE WORKING DAY IN ADVANCE.

NO PORTION OF ANY EXCAVATION, FOOTING, OR BUILDING OR STRUCTURE REQUIRING INSPECTION SHALL BE COVERED OR CONCEALED IN ANY MANNER WHATSOEVER WITHOUT FIRST OBTAINING APPROVAL.

LOCATION: 2431 NW 18th Ave OCCUPANCY: R2 TYPE: VN

24-HOUR INSPECTION REQUEST SERVICE 796-7000

Plumbing Contractor: **Date Issued:**

Inspection/Comments	Date	Insp
Underground		
Rough-In Plumbing		
Water Service		
Sanitary Sewer		
Sub-Surface Disposal System		
Storm Sewer		
Rain Drain		
Final Plumbing		

Mechanical Contractor: **Date Issued:**

Gas Piping		
Rough-In HVAC		

Contractor: **Date Issued:**

NW Field Service	10/8	13/19

notification by the Bureau of Buildings if such work authorized by the permit is not commenced within 180 or abandoned for a period of 180 days from the start of such work.

Y PRIOR TO BUILDING FINAL APPROVAL

PAC-1 (Rev 9)

PORTLAND GENERAL ELECTRIC COMPANY
LEGAL DEPARTMENT
121 SW SALMON STREET, 1WTC-13
PORTLAND, OREGON 97204
TELEPHONE (503) 464-8457 FACSIMILE (503) 464-2200

ANN L. FISHER
ASSISTANT GENERAL COUNSEL

April 13, 1993

Jeffrey Hobbing, President
Columbia Asphalt
15333 JFK Blvd. #505
Houston, TX 77032

Jeffrey Hobbing, President
Columbia Asphalt
11910 N.W. St. Helens Road
Portland, OR 97231

Dear Mr. Hobbing:

Over the past several months, efforts have been made at your request to develop a new lease to replace the Agreement between Columbia Petroleum and PGE which automatically terminated on March 30, 1992. Despite these efforts, no agreement has been reached.

It has been over a year since the prior lease terminated and Columbia's continuing occupancy is without authority or right. Consequently, PGE insists that Columbia vacate the premises within thirty (30) days and restore the tanks and related equipment to a sound structural condition, clean and free of hazardous wastes or petroleum products. You will need to make arrangements with Mike Livingston for entry onto the premises. If these matters are not taken care within the thirty (30) days, PGE will assume the remaining equipment is abandoned and shall remove and dispose of it at Columbia's expense as well as proceeding with such other activities as necessary to avoid safety and/or environmental risks.

Please feel free to call Mike or me if you have any questions.

Yours very truly,

Ann L. Fisher

ALF:ck

c: Mike Livingston
Wayne Lei

8-40-263

fuel 4-8
13.1

INTER-OFFICE COMMUNICATION

PORTLAND GENERAL ELECTRIC COMPANY

file

Date May 31, 1977

To

E. F. Wildfong
D. R. Miller
J. E. Grund
R. E. Sullivan
L. G. Curtright
N. K. Lilly

From R. W. Sharp

Subject AFC Industries Request to Open Harborton Spur Track

Between the PUC's October 22, 1976 Notice of Non-Compliance and the decision to close the spur per Mr. Warner's (EM&C) letter of December 14, 1976, it was determined that PGE would not need the spur in the forseeable future.

I expect that AFC may have to improve the walkway on the south side of the spur between the fire training yard and the driveway to Harborton Substation. This could depend on what point the PUC would limit the switch crews work area. It may be at the Substation driveway, so the crew could check the string connection and/or pick up any cars that become disconnected.

I would appreciate any comment or recommendations that you may have.

RWS/nh

ACF INDUSTRIES
INCORPORATED
SHIPPERS CAR LINE DIVISION
XXXXXXXXXXXXXXXXXXXXXX, PORTLAND, OREGON XXXX • (503) 285-0681
P.O. BOX 03468 97203

May 26, 1977

Mr George E. Hardy
Public Utilities Commission
Rail Division
Labor and Industrial Building
Salem, Oregon 97310

Dear Sir:

On St. Helens Road in Portland, Oregon just north of our plant, Portland General Electric has a spur track that has been closed. This spur was condemned by the Public Utilities Commission in January 1977. The reason for closing, I was told, was for improper walkway.

Our concern in this is that we used this track for storage of rail cars on a temporary basis. There is no loading or unloading being performed on these cars.

We are proposing that if you would consider reopening this spur we would clean all brush from tracks, put up a sign saying, "Switch Engine and Switch Crew must not pass this point. We are saying it would not be necessary for any operation beyond that point. They could pull complete string of cars off track and switch without going beyond that point.

If you would consider this matter it would be most appreciated and would be an asset to our operation.

YOURS TRULY,

J. L. Morgan

J. L. MORGAN
PLANT MANAGER

Copy To
Wildfong
Miller
Grund
Sullivan
Cartwright
Lilly

8-40-265

INTER-OFFICE COMMUNICATION

PORTLAND GENERAL ELECTRIC COMPANY

Date June 6, 1977

To

E. F. Wildfong
D. R. Miller
J. E. Grund
R. E. Sullivan
L. C. Curtright
N. K. Lilly

From R. W. Sharp

Subject AFC Industries Request to Open Harborton Spur Track

Attached is the PUC response to Mr. Morgan's May 26, 1977 letter.

RWS/nh
Attachment

ROBERT W. STRAUB
GOVERNOR

Public Utility Commissioner of Oregon

LABOR & INDUSTRIES BUILDING, SALEM 97310 PHONE (503) 378-6217

June 3, 1977

J. L. Morgan, Plant Manager
A C F Industries, Inc.
P.O. Box 03468
Portland, OR 97203

RE: Industry No. 58-008-01, Portland General Electric, Harborton

Portland General Electric has chosen to remove their Harborton spur track from service for two reasons: (1) impaired clearance and (2) nonstandard walkways. In addition Portland General Electric cited no intention to use this spur in the immediate future.

Your need for use of this spur and the matter of operation which you propose is acceptable to the staff of the Public Utility Commissioner with the understanding that no railroad crews would be permitted nor required to go beyond a certain point to be identified by a sign. Walkways and clearances will have to be standard up to the point of the sign however. We would propose a sign reading "Railroad employees not to operate beyond this point" on a sign approximately 11 inches by 14 inches with black letters and 3 inches high on a white background illuminated during hours of darkness be installed at the point where standard walkway and standard clearances are no longer maintained. In addition as you proposed brush should be cleared on both sides of the tracks to allow for proper visibility down the track in order for train crews to observe the movement of the cars.

It must be remembered, however, that if train crews are not permitted to enter the track beyond the point you designate, there may be operational difficulties unless strict adherence to track capacity is maintained. That is to say, without allowing crew members to work to the end of the track, it is altogether possible that unintentional movement beyond the track capacity may occur. We mention this matter only for your information and consideration.

The conditions outlined above are quite similar to those outlined in your May 26, 1977, letter. If these matters are acceptable to you, we suggest you relate your intentions to Portland General Electric and that you both respond to us as to intended operations and restraints for our file. In receipt of these responses, we should have no problem with the operations you propose.

We certainly have no interest in curtailing your operations. However, we must be mindful of railroad employee safety in these areas.

George E. Hardy, Jr.
Administrator
Rail Safety Division

smf

cc: Roger Sharp, PGE
W. R. Windsor, O.P.U.C.